AGENCY USE ONLY	
Agency Reference #:	Date Received:
Circulated by: (local govt. or agency)	

JOINT AQUATIC RESOURCES PERMIT APPLICATION FORM (JARPA)

(for use in Washington State)

PLEASE TYPE OR PRINT IN BLACK INK

☐ Application for a Fish Habitat Enhancement Project per requirements of RCW 77.55.290. You must submit a copy of this completed JARPA application form and the (Fish Habitat Enhancement JARPA Addition) to your local Government Planning Department and Washington Department of Fish & Wildlife Area Habitat Biologist on the same day.

NOTE: LOCAL GOVERNMENTS – You must submit any comments on these projects to WDFW within 15 working days.

Based on the instructions provided, I am sending copies of this application to the following: *(check all that apply)*

☒ Local Government for shoreline: ☒ Substantial Development ☐ Conditional Use ☐ Variance ☐ Exemption ☐ Revision
☐ Floodplain Management ☐ Critical Areas Ordinance

☒ Washington Department of Fish and Wildlife for HPA (Submit 3 copies to WDFW Region)
☒ Washington Department of Ecology for 401 Water Quality Certification (to Regional Office-Federal Permit Unit)
☒ Washington Department of Natural Resources for Aquatic Resources Use Authorization Notification
☒ Corps of Engineers for: ☒ Section 404 ☒ Section 10 permit
☐ Coast Guard for General Bridge Act Permit
☐ For Department of Transportation projects only: This project will be designed to meet conditions of the most current Ecology/Department of Transportation Water Quality Implementing Agreement

SECTION A - Use for all permits covered by this application. Be sure to ALSO complete Section C (Signature Block) for all permit applications.

1. APPLICANT

Port of Seattle, Attn: George Blomberg (Environmental Services) and Michael McLaughlin (Project Manager)

MAILING ADDRESS

Port of Seattle

PO Box 1209

Seattle, WA 98111

WORK PHONE	E-MAIL ADDRESS	HOME PHONE	FAX #
(206) 728-3194	*blomberg.g@portseattle.org*		*(206) 728-3188*
(206) 728-3453	*mclaughlin.m@portseattle.org*		*(206) 728-3280*

If an agent is acting for the applicant during the permit process, complete #2. Be sure agent signs Section C (Signature Block) for all permit applications

2. AUTHORIZED AGENT

MAILING ADDRESS

WORK PHONE	E-MAIL ADDRESS	HOME PHONE	FAX #

3. RELATIONSHIP OF APPLICANT TO PROPERTY: ☒ OWNER ☐ PURCHASER ☐ LESSEE ☐ OTHER:

The Port of Seattle is the fee owner of the upland area. Washington Department of Natural Resources is owner and manager of adjacent aquatic area and tideland. The Port and WDNR implement a joint management agreement for aquatic area adjacent to Port-owned marine terminal facilities. (Please refer to the attached property description including legal description for Terminal 37, 42, 46. A list of King County tax lots comprising the Terminal 37, 42, 46 marine/industrial cargo facility is found below in Section 5).

4. NAME, ADDRESS, AND PHONE NUMBER OF PROPERTY OWNER(S), IF OTHER THAN APPLICANT:

Not applicable.

5. LOCATION (STREET ADDRESS, INCLUDING CITY, COUNTY AND ZIP CODE, WHERE PROPOSED ACTIVITY EXISTS OR WILL OCCUR)

Port of Seattle, Container Cargo Facility

Terminal 37, 42, 46

1261 Alaskan Way

Seattle, WA 98134

LOCAL GOVERNMENT WITH JURISDICTION (CITY OR COUNTY) *City of Seattle*

WATERBODY YOU ARE WORKING IN	TRIBUTARY OF	WRIA #
Southeast Elliott Bay IS THIS WATERBODY ON THE 303(d) LIST? YES ☒ NO ☐ **IF YES, WHAT PARAMETER(S)?** ***Near Project Area*** *Acenaphthene(s), Arsenic(s), Benzo(g,h,i)perylene(s), Benzyl alcohol(s), Bis(2-ethylhexyl)phtala(s), Cadmiums(s), Copper, 1,4-Dichlorobenzene(s), Dibenz(a,h)anthracene(s), Dibenzofuran(s), Fecal Coliform, Fluorene(s), Indeno(1,2,3-cd)pyrene(s), Lead(s), Phenanthrene(s), 1,2,4-Trichlorobenzene(s), Mercury(s), Naphthalene(s), Total PCBs, Zinc(s)* ***Other Parameters in Elliot Bay*** *Anthracene(s), Benz(a)anthracene(s), Benzo(a)pyrene(s), Benzo(b,k),fluoranthene(s), Butylbenzyl phthalate(s), Chromium(s), Chrysene(s), Diethyl phthalate(s), 2,4-Dimethylphenol(s), di-n-octyl phthalate(s), Fluoranthene(s), HPAH(s), Hexachlorobenzene(s), LPAH(s), N-nitrosodiphenylamine(s), Phenol(s), Pyrene(s), Sediment Bioassay(s), Methylnaphthalene(s),* **WEBSITE FOR 303d LIST** http://www.ecy.wa.gov/programs/wq/links/impaired_wtrs.html	*Terminal 37, 42, 46 is located in southeast Elliott Bay, north and east of the north entrance to the East Waterway*	*Elliott Bay and the adjacent East Waterway receive discharge from the Duwamish Waterway and the Green/Duwamish River System – WRIA 09.*

¼ SECTION	SECTION	TOWNSHIP	RANGE	GOVERNMENT LOT	SHORELINE DESIGNATION	
East half	*6*	*24 N*	*4 E*		*Urban Industrial (Seattle Shoreline Master Program)*	

LATITUDE & LONGITUDE:	ZONING DESIGNATION	
47 degrees, 35 minutes, 40 seconds North Latitude *122 degrees, 21 minutes, 00 seconds West Longitude*	*IGI/U85 – General Industrial (Seattle Land Use Code)*	

TAX PARCEL NO:	DNR STREAM TYPE, IF KNOWN
King County Tax Parcels: *766620-7695-01* *766620-7966-00* *766620-7699-07* *766620-7707-07* *766620-7717-05* *766620-7743-03* *766620-7744-02* *766780-0005-07*	*Not Applicable*

6. DESCRIBE THE CURRENT USE OF THE PROPERTY, AND STRUCTURES EXISTING ON THE PROPERTY. HAVE YOU COMPLETED ANY PORTION OF THE PROPOSED ACTIVITY ON THIS PROPERTY? ☐ YES ☒ NO FOR ANY PORTION OF THE PROPOSED ACTIVITY ALREADY COMPLETED ON THIS PROPERTY, INDICATE MONTH AND YEAR OF COMPLETION.

Terminal 37, 42, 46 is a marine cargo facility used for loading and unloading container cargo from ships. The site includes a total of approximately 98.1 acres, including approximately 91 acres of existing upland container cargo marshalling area and approximately 7.1 acres of concrete piling supported container cargo pier area. The existing container terminal upland area and dock structures have been in place since 1979. Container terminal operations at the combined upland area include the following existing improvements:

- ***Gate Structures**: Separate entrance and exit gates comprising a total of 18 truck lanes and seven truck scales.*
- ***Marine Operations, Administration, and Maintenance and Repair Buildings**: Single, on-dock marine operations building (approximately 2,700 square feet), single yard office building (3,064 square feet), restroom building (234 square feet), three story administration building located adjacent to Alaskan Way (approximately 15,500 square feet), and a single combined maintenance and repair building totaling approximately 36,000 square feet adjacent to the administration building).*
- ***On-Site Worker Parking**: Parking sufficient for approximately 230 longshore and marine terminal staff.*

Container pier operations take place at a concrete piling supported pier approximately 2,780 feet in length and 110 feet wide. Existing octagonal concrete structural piling, 16.5 and 24 inches in diameter, support the horizontal 110 feet wide concrete container pier deck (elevation approximately plus 18.5 feet MLLW). Concrete structural piling are arranged in ranks or bents (linear rows of structural support piling generally oriented east/west), installed perpendicular to the shoreline, with approximately twenty feet separating each piling bent. Each bent consists of 11 to 13 structural support piling. The structural support piling are placed in a rip-rap embankment, constructed with a slope of approximately 1.75:1, extending from approximately minus 50 feet MLLW at the waterward margin of the container pier (the vessel berth area at the container pier) to a top-of-slope elevation of approximately plus 5.5 feet MLLW. The shoreward margin (upland edge) of the under-pier area consists of a vertical steel bulkhead, toe elevation approximately plus 5.5 feet MLLW, with a top of bulkhead elevation at approximately plus 13 feet MLLW. The waterward margin of the container pier at Terminal 37, 42, 46 includes an above-water fender system, serving as a compression buffer between vessels moored at the site and the concrete pier.

Six container cranes serve two ship berths at the site. The six container cranes move laterally along the container pier on steel rails, located on the container pier parallel to the pier face. The Terminal 37, 42, 46 container pier is fitted with crane rails accommodating 50 feet gauge and 100 feet gauge container cranes.

The property is part of the industrial waterfront of downtown Seattle. The shoreline is characterized by overwater structures such as piers and docks, rock armored shores, industrial traffic and related development. Terminal 37, 42, 46 was built for and is committed to marine industrial uses and activities.

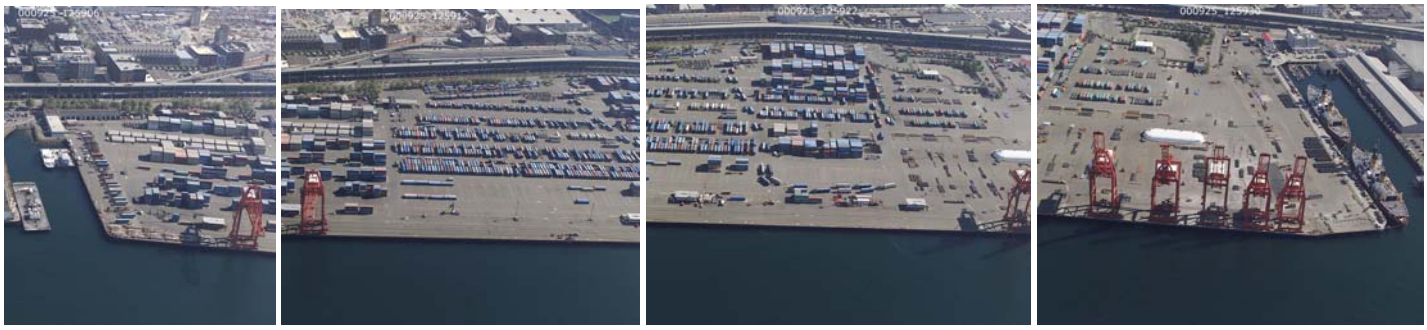

Photo 1: Port of Seattle Terminals 37, 42, and 46 in Spring 2000

IS THE PROPERTY AGRICULTURAL LAND? ☐ YES ☒ NO ARE YOU A USDA PROGRAM PARTICIPANT? ☐ YES ☒ NO

7a. DESCRIBE THE PROPOSED WORK THAT NEEDS AQUATIC PERMITS: COMPLETE PLANS AND SPECIFICATIONS SHOULD BE PROVIDED FOR ALL WORK WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE, INCLUDING TYPES OF EQUIPMENT TO BE USED. IF APPLYING FOR A SHORELINE PERMIT, DESCRIBE ALL WORK WITHIN AND BEYOND 200 FEET OF THE ORDINARY HIGH WATER MARK. IF YOU HAVE PROVIDED ATTACHED MATERIALS TO DESCRIBE YOUR PROJECT, YOU STILL MUST SUMMARIZE THE PROPOSED WORK HERE. ATTACH A SEPARATE SHEET IF ADDITIONAL SPACE IS NEEDED.

The present proposal is to conduct maintenance navigational access dredging adjacent to Terminal 37, 42, 46 in southeast Elliott Bay. The purpose of the proposed project is to restore navigational access berth depths at Terminal 37, 42, 46 to the design depth of minus 50 feet MLLW. The design berth depth is required to make full use of the existing container cargo facility.

The proposed project includes an estimated total maintenance dredging volume of approximately 27,000 cubic yards of sand/mud substrate and toe-of-slope riprap. The estimated dredging volume is the minimum amount necessary to restore berth depth elevations throughout the container cargo pier area to minus 50 feet MLLW. The estimated volume of dredged material includes up to two feet of over-dredge excavation, allowing for excavation equipment tolerances and anticipated removal of substantial volumes of large riprap. In some locations at Terminal 37, 42, 46, riprap installed as structural shoreline stabilization during construction of the container cargo facility more than 25 years ago has moved down slope, entering vessel berth areas along the waterward margin of the existing container pier. The estimated diameter of riprap in the proposed dredging area is greater than one foot. The riprap will be removed to an approved upland disposal facility.

Please note that in addition to removing riprap that has migrated down-slope under the existing container pier, it is anticipated that limited amounts of under-pier sediments may move down-slope during dredging operations, as the slope assumes a stable angle of repose. These sediments include materials placed at the site during construction and materials which may have accumulated at the project site since 1979.

Depending on the extent of under-pier sediment/material movement due to slope angle shifts during dredging, a total of approximately 4.5 acres of existing subtidal area is expected to be subject to maintenance dredging. The total existing container cargo vessel berth area at Terminal 37, 42, 46 is approximately 12.1 acres and approximately 37 percent of the total berth area at the site is proposed for maintenance dredging.

It is anticipated that the proposed maintenance dredging project will employ a combination of shore-based and barge-mounted clamshell dredge equipment. Dredged material will be transferred to upland bulk transport trucks or receiving barges for transport to upland dredged material transshipment locations or for placement at the Elliott Bay Unconfined Open-Water Disposal Site.

The volume of Dredged Material Management Program (DMMP) suitable and DMMP unsuitable sediment will be determined by sediment sampling and analyses that will occur between March and May, 2004. Of the 27,000 cubic yards proposed for maintenance dredging, present estimates include approximately 20,000 cubic yards as unsuitable for disposal at the Elliott Bay Unconfined Open-Water Disposal Site. Depending on the results of detailed sediment analyses, it is possible that substantially more than 20,000 cubic yards of maintenance dredging sediments may be unsuitable for open water disposal.

Present plans indicate that unsuitable dredged sediments will be excavated using a mechanical clamshell dredge, loaded onto a drainage-controlled flat deck barge, and off-loaded at a Port of Seattle facility in the East Waterway (Harbor Island, Terminal 18, Terminal 30, or Terminal 25), where the dredged sediments will be loaded into rail cars or trucks and transported to a pre-approved subtitle D landfill facility for final disposal. Disposal facilities that have been pre-approved by the Port of Seattle for disposal of unsuitable sediment include:

- *Kitsap County Sanitary Landfill, Olympic View, Bremerton, WA*
- *King County Solid Waste Management, Cedar Hills Landfill, Maple Valley, WA*
- *Regional Disposal Company, Klickitat County, Goldendale, WA*
- *Oregon Waste Systems, Columbia Ridge Landfill, Arlington, OR*

The 7,000 cubic yards of material that are assumed to be suitable for open water disposal will be dredged using a mechanical clamshell dredge, loaded into a split-hull bottom-dump barge, and transported to the Elliott Bay Unconfined Open-Water Disposal Facility for disposal.

Dredging is anticipated to require approximately one month of in-water work, and will be started and completed in 2004-2005, consistent with in-water work periods determined by participating state and federal review agencies.

The proposed project includes no in-water structures or fill in aquatic area.

It is important to note, however, a potential additional project element that may be required in the event of downslope movement of constructed slope sediment materials described above. The proposed berth maintenance dredging project has the potential to disrupt riprap stones contained in the existing under-pier shoreline constructed in the period 1978 through 1980. If riprap armor stone moves downslope along with shoreline sediments, armor stone may collide with concrete structural piling at the waterward margin of the pier structure, with the potential for damage to the concrete piling.

Large riprap stones contacting the concrete piling may fracture the piling surface and expose internal steel re-enforcing materials, exposing the steel to marine corrosion and, ultimately, impairing the structural capacity of the piling. It is anticipated that up to 28 structural concrete piling are at risk due to movement of large riprap stones. Damage to the concrete piling may include cracks or substantial piling wall holes. Piling cracks and holes would require repair to restore the piling cross-section and prevent corrosion. Repair requirements would be determined by post-dredging diver survey of the pier. However, it is anticipated that the following activities would be required for repair of damaged piling.

Repair would include application of non-water soluble epoxy patch material. The epoxy compound would be applied in-water at subtidal depths, approximately 35 to 52 feet below MLLW. Divers would apply epoxy materials directly to cracks and piling holes or use leak-proof, collar forms fitted to each piling. The epoxy compound proposed for use is dough-like in consistency and would be applied by-hand or injected using a hand-operated mechanical device. In all cases, no increase in the cross-section of piling would result. No net increase in piling dimension or area is proposed. Up to 0.55 cubic feet of epoxy compound may be required for each damaged piling, with a total of up to 15.5 cubic feet of epoxy compound applied at the site, distributed among 28 damaged concrete structural piling.

Photo 2: Typical Barge Offloading Operation

Photo 3: Typical Sediment Transportation Operation

PREPARATION OF DRAWINGS: SEE SAMPLE DRAWINGS AND GUIDANCE FOR COMPLETING THE DRAWINGS. ***ONE SET OF ORIGINAL OR GOOD QUALITY REPRODUCIBLE DRAWINGS MUST BE ATTACHED.*** NOTE: APPLICANTS ARE ENCOURAGED TO SUBMIT PHOTOGRAPHS OF THE PROJECT SITE, BUT THESE DO NOT SUBSTITUTE FOR DRAWINGS. ***THE CORPS OF ENGINEERS AND COAST GUARD REQUIRE DRAWINGS ON 8-1/2 X 11 INCH SHEETS. LARGER DRAWINGS MAY BE REQUIRED BY OTHER AGENCIES.***

7b. DESCRIBE THE PURPOSE OF THE PROPOSED WORK AND WHY YOU WANT OR NEED TO PERFORM IT AT THE SITE. PLEASE EXPLAIN ANY SPECIFIC NEEDS THAT HAVE INFLUENCED THE DESIGN.

The purpose of the proposed berth maintenance dredging project is to restore vessel navigational access to the design depth of minus 50 feet MLLW. Present navigational access depths impede use of Terminal 37, 42, and 46 by container cargo ships with deep draft requirements.

The most recent bathymetric survey data at the existing Terminal 37, 42, 46 container pier indicate locations at the north and south portions of vessel berth and access areas where navigation depths are less than the constructed minus 50 feet MLLW vessel access elevations, including the over-dredge design depth of minus 52 feet MLLW.

It is imperative that the port re-establish the design vessel berth depth for the entire length of the existing container cargo pier at Terminal 37, 42, 46 such that full use of the existing container shipping facility is maintained.

7c. DESCRIBE THE POTENTIAL IMPACTS TO CHARACTERISTIC USES OF THE WATER BODY. THESE USES MAY INCLUDE FISH AND AQUATIC LIFE, WATER QUALITY, WATER SUPPLY, RECREATION, and AESTHETICS. IDENTIFY PROPOSED ACTIONS TO AVOID, MINIMIZE, AND MITIGATE DETRIMENTAL IMPACTS, AND PROVIDE PROPER PROTECTION OF FISH AND AQUATIC LIFE. IDENTIFY WHICH GUIDANCE DOCUMENTS YOU HAVE USED. ATTACH A SEPARATE SHEET IF ADDITIONAL SPACE IS NEEDED.

Water Quality

Short-term and localized turbidity from dredging activities will occur during construction. Some sediment may become re-suspended during dredging activities. Removal of sediments unsuitable for unconfined open water disposal contributes to long-term water quality improvements.

Fish and Aquatic Life

The proposed dredging will occur in deep subtidal aquatic area. Eelgrass distribution is entirely outside of the highly developed Seattle waterfront (Battelle 2001). Bank armoring, overwater structures, and depth inhibit vegetation growth in the project area. Dredging will occur in water too deep for many epibenthos species. Based on beach seining in nearby waters, shiner perch and sculpin are likely to be present in the action area (e.g. Whitmus and Salo 1983; Taylor et al. 1999). Crabs are also likely to be in the action area. Dredging would cause a short-term change in the characteristics of the subtidal benthic community; however, based on studies of substrate disturbance (McCauley et al. 1977, Swartz et al. 1980, Albright and Borithilette 1981, Romberg et al. 1995, Wilson and Romberg 1996, Jones and Stokes Associates 1998), this community is expected to recover within one to three years after dredging.

Salmonid species are also known to be found within the project area. The potential effects of increased turbidity on salmonids have been investigated in a number of dredging studies (Servizi and Martens 1987 and 1992, Emmet et al. 1988, Noggle 1978, Simenstad 1988, Redding et al. 1987, Mortensen et al. 1976, Berg and Northcote 1985). Based on this research it is not anticipated that the levels of turbidity that are generated during dredging will result in a significant impact to salmonids.

Navigational Use

Waters in the project area are used for cargo ship navigation. Ships with a deep draft requirement are dependant on the design berth depth to make full use of the existing cargo container marshalling facility. The proposed project will maintain full navigational use and vessel berthing activity of the waterbody.

Conservation Measures

The following conservation measures will be employed during the dredging project:

- *Excavated material will be placed on the barge in a manner that minimizes splashing of sediments. Dropping sediment from a large height will be avoided.*
- *Spill prevention aprons will be used at the barge unloading facility to contain drips during unloading.*
- *Equipment inspections will be performed to identify potential problems and implement corrective action before a spill*

or leak occurs.

- *Filtering runoff water from the barge with filter fabric, straw bales or other Best Management Practices (BMPs) as needed.*
- *Any floating debris generated during construction will be retrieved using a skiff and a net for disposal upland*
- *The Port will comply with water quality restrictions imposed by the Washington Department of Ecology (Ecology; Chapter 173-201A WAC), which specifies a mixing zone beyond which water quality standards cannot be exceeded. Compliance with Ecology's standards is intended to ensure that fish and aquatic life are being protected to the extent feasible and practical.*

In addition to the Conservation Measures listed above, the following actions will occur for all construction activities:

- *Timing restrictions specifying allowable in-water work periods will be followed. Dredging will be started and completed prior to the closure of in-water work for the 2004-2005 work season, which is expected to occur sometime on or around February 15, 2005. The Port will confirm the dates of this work window with WDFW, NOAA Fisheries, and the USFWS.*
- *The Port will obtain a Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife (WDFW) and adhere to all conditions of the HPA.*
- *At least one inspector will perform routine construction inspection. The inspector will ensure contract and permit compliance. The inspector and the contractor will each have a copy of Contract Plans and Specifications on site and will be aware of all permit requirements.*
- *The Port or consultant environmental staff will provide guidance and instructions to the onsite inspector to ensure the inspector is aware of permit requirements.*
- *The contractor will be responsible for the preparation of a Spill Prevention, Control, and Countermeasures (SPCC) Plan to be used for the duration of the project. The Plan will be submitted to the Project Engineer prior to the commencement of any construction activities. A copy of the Plan with any updates will be maintained at the work site by the contractor.*
- *The SPCC Plan will identify construction planning elements and recognize potential spill sources at the site. The Plan will outline responsive actions in the event of a spill or release, and will identify notification and reporting procedures. The Plan will also outline contractor management elements such as personnel responsibilities, project site security, site inspections, and training.*
- *The Plan will outline what measures the contractor will take to prevent the release or spread of hazardous materials, either found on site and encountered during construction but not identified in contract documents, or any hazardous materials that the contractor stores, uses, or generates on the construction site during construction activities. These items include, but are not limited to, gasoline, oils, and chemicals. Hazardous materials are defined in RCW 70.105.010 under "hazardous substance."*
- *The contractor will maintain, at the job site, the applicable equipment and material designated in the Plan.*

Best Management Practices applicable to the proposed epoxy piling repair activity consist of the following.

Repair of damaged concrete piling will be limited to use of non-water soluble epoxy resin compounds. Two important characteristics of the epoxy compounds proposed for use are noted: (1) Surface patch repair of damaged piling requires application of mixed resin compound. Brightly colored, resin materials are combined, allowing for polymerization and production of a durable solid final compound. The un-mixed epoxy constituents are not water-soluble and the combined resin forms a durable non-water soluble polymer, a process hastened by low water temperature at the project site. The compounds proposed for use have little potential for release of deleterious materials to the water column. (2) Un-combined resin materials are viscous at low temperature and readily collected and removed from the marine environment, if released from application equipment. Once combined, the epoxy polymer hardens quickly, forming a durable compound, with any combined resin released during application easily identified and collected.

All pilling patch work will be accomplished with diver-operated, hand-held equipment. Resin patch material will be hand-packed into piling cracks or holes or forced into pre-fitted, sealed forms using a hand-held pump. In all instances any spilled, un-mixed epoxy resin or combined resin polymer will be in solid form, non-water soluble, and easily distinguished from surround riprap and piling surfaces. Any fugitive material will be immediately collected and removed to an upland portion of the work site for appropriate disposal.

7d. FOR IN WATER CONSTRUCTION WORK, WILL YOUR PROJECT BE IN COMPLIANCE WITH THE STATE OF WASHINGTON WATER QUALITY STANDARDS FOR TURBIDITY WAC 173.201A-110? ☒ YES ☐ NO (SEE USEFUL DEFINITIONS AND INSTRUCTIONS)

8. WILL THE PROJECT BE CONSTRUCTED IN STAGES? ☐ YES ☒ NO

PROPOSED STARTING DATE: *Dredging will be started and completed prior to the closure of in-water work for the 2004-2005 work season, consistent with in-water work periods determined by participating state and federal review agencies.*

ESTIMATED DURATION OF ACTIVITY: *Dredging is anticipated to require approximately one month of in-water work.*

9. CHECK IF ANY TEMPORARY OR PERMANENT STRUCTURES WILL BE PLACED:

☐ WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE FOR FRESH OR TIDAL WATERS; AND/OR

☐ WATERWARD OF MEAN HIGHER HIGH WATER LINE IN TIDAL WATERS

10. WILL FILL MATERIAL (ROCK, FILL, BULKHEAD, OR OTHER MATERIAL) BE PLACED:

☐ WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE FOR FRESH WATERS? IF YES, VOLUME (CUBIC YARDS)___/AREA___(ACRES)

☒ WATERWARD OF THE MEAN HIGHER HIGH WATER FOR TIDAL WATERS? *The clean dredged material will be disposed of at the Elliott Bay Unconfined Open-Water Disposal Site.*

IF YES, VOLUME (CUBIC YARDS) *7,000 Cubic Yards estimated (up to 27,000 Cubic Yards)*

AREA *The Elliot Bay Unconfined Open-Water Disposal Site is 415 acres.*

11. WILL MATERIAL BE PLACED IN WETLANDS? ☐ YES ☒ NO

IF YES:

A. IMPACTED AREA IN ACRES:

B. HAS A DELINEATION BEEN COMPLETED? IF YES, PLEASE SUBMIT WITH APPLICATION. ☐ YES ☐ NO

C. HAS A WETLAND REPORT BEEN PREPARED? IF YES, PLEASE SUBMIT WITH APPLICATION. ☐ YES ☐ NO

D. TYPE AND COMPOSITION OF FILL MATERIAL (E.G., SAND, ETC.):

E. MATERIAL SOURCE:

F. LIST ALL SOIL SERIES (TYPE OF SOIL) LOCATED AT THE PROJECT SITE, & INDICATE IF THEY ARE ON THE COUNTY'S LIST OF HYDRIC SOILS. SOILS INFORMATION CAN BE OBTAINED FROM THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS):

G. WILL PROPOSED ACTIVITY CAUSE FLOODING OR DRAINING OF WETLANDS? ☐ YES ☐ NO

IF YES, IMPACTED AREA IS ___ ACRES OFDRAINED WETLANDS.

NOTE: If your project will impact greater than ½ of an acre of wetland, submit a mitigation plan to the Corps and Ecology for approval along with the JARPA form

NOTE: a 401 water quality certification will be required from Ecology in addition to an approved mitigation plan if your project impacts wetlands that are: a) greater than ½ acre in size, or b) tidal wetlands or wetlands adjacent to tidal water. Please submit the JARPA form and mitigation plan to Ecology for an individual 401 certification if a) or b) applies.

12. *STORMWATER COMPLIANCE FOR NATIONWIDE PERMITS ONLY:*

THIS PROJECT IS (OR WILL BE) DESIGNED TO MEET ECOLOGY'S MOST CURRENT STORMWATER MANUAL, OR AN ECOLOGY APPROVED LOCAL STORMWATER MANUAL ☒ *YES* ☐ *NO*

IF YES – WHICH MANUAL WILL YOUR PROJECT BE DESIGNED TO MEET

Washington Department of Ecology Stormwater Management Manual for Western Washington 2003

If NO – FOR CLEAN WATER ACT SECTION 401 AND 404 PERMITS ONLY – PLEASE SUBMITTO ECOLOGY FOR APPROVAL, ALONG WITH THIS JARPA APPLICATION, DOCUMENTATION THAT DEMONSTRATES THE STORMWATER RUNOFF FROM YOUR PROJECT OR ACTIVITY WILL COMPLY WITH THE WATER QUALITY STANDARDS, WAC 173.201(A)

13. WILL EXCAVATION OR DREDGING BE REQUIRED IN WATER OR WETLANDS? ☒ YES ☐ NO

IF YES:

A. VOLUME: *27,000* (CUBIC YARDS) /AREA *4.5* (ACRES)

B. COMPOSITION OF MATERIAL TO BE REMOVED: *Sand, silt, rocks, and riprap.*

C. DISPOSAL SITE FOR EXCAVATED MATERIAL: *Suitable material will be placed in the Elliott Bay Unconfined Open-Water Disposal Site. Unsuitable material will be disposed of at one of the pre-approved sites as discussed in Section 7a above.*

D. METHOD OF DREDGING: *Mechanical dredging (clamshell bucket).*

14. HAS THE STATE ENVIRONMENTAL POLICY ACT (SEPA) BEEN COMPLETED? ☐ YES ☐ NO

SEPA LEAD AGENCY: *Port of Seattle* SEPA DECISION: DNS, MDNS, EIS, ADOPTION, EXEMPTION

DECISION DATE (END OF COMMENT PERIOD): _____

SUBMIT A COPY OF YOUR SEPA DECISION LETTER TO WDFW AS REQUIRED FOR A COMPLETE APPLICATION

15. LIST OTHER APPLICATIONS, APPROVALS, OR CERTIFICATIONS FROM OTHER FEDERAL, STATE OR LOCAL AGENCIES FOR ANY STRUCTURES, CONSTRUCTION, DISCHARGES, OR OTHER ACTIVITIES DESCRIBED IN THE APPLICATION (I.E., PRELIMINARY PLAT APPROVAL, HEALTH DISTRICT APPROVAL, BUILDING PERMIT, SEPA REVIEW, FEDERAL ENERGY REGULATORY COMMISSION LICENSE (FERC), FOREST PRACTICES APPLICATION, ETC.) ALSO INDICATE WHETHER WORK HAS BEEN COMPLETED AND INDICATE ALL EXISTING WORK ON DRAWINGS. NOTE: FOR USE WITH CORPS NATIONWIDE PERMITS, IDENTIFY WHETHER YOUR PROJECT HAS OR WILL NEED AN NPDES PERMIT FOR DISCHARGING WASTEWATER AND/OR STORMWATER.

TYPE OF APPROVAL	ISSUING AGENCY	IDENTIFICATION NO.	DATE OF APPLICATION	DATE APPROVED	COMPLETED?
ESA Consultation	*NOAA Fisheries and USFWS*				*No*
Shoreline Master Use Permit	*City of Seattle*	*2401623*	*May 19, 2004*	*Pending*	*No*
SEPA Review	*Port of Seattle*	*POS SEPA*	*March 16, 2004*	*March 30,*	*Yes*
DNR Disposal Site Use Authorization	*DNR*				*No*

16. HAS ANY AGENCY DENIED APPROVAL FOR THE ACTIVITY YOU'RE APPLYING FOR OR FOR ANY ACTIVITY DIRECTLY RELATED TO THE ACTIVITY DESCRIBED HEREIN? ☐ YES ☒ NO IF YES, EXPLAIN:

SECTION B - Use for Shoreline and Corps of Engineers permits only:

17a. TOTAL COST OF PROJECT. THIS MEANS THE FAIR MARKET VALUE OF THE PROJECT, INCLUDING MATERIALS, LABOR, MACHINE RENTALS, ETC.

$2,000,000

17b. IF A PROJECT OR ANY PORTION OF A PROJECT RECEIVES FUNDING FROM A FEDERAL AGENCY, THAT AGENCY IS RESPONSIBLE FOR ESA CONSULTATION. PLEASE INDICATE IF YOU WILL RECEIVE FEDERAL FUNDS AND WHAT FEDERAL AGENCY IS PROVIDING THOSE FUNDS. SEE INSTRUCTIONS FOR INFORMATION ON ESA**

FEDERAL FUNDING ☐ YES ☒ NO IF YES, PLEASE LIST THE FEDERAL AGENCY _____

18. LOCAL GOVERNMENT WITH JURISDICTION:

City of Seattle

19. FOR CORPS, COAST GUARD, AND DNR PERMITS, PROVIDE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF ADJOINING PROPERTY OWNERS, LESSEES, ETC...
PLEASE NOTE: SHORELINE MANAGEMENT COMPLIANCE MAY REQUIRE ADDITIONAL NOTICE — CONSULT YOUR LOCAL GOVERNMENT.

NAME	ADDRESS	PHONE NUMBER
Port of Seattle, Pier 48 marine terminal facility	*Port of Seattle* *PO Box 1209* *Seattle, WA 98111*	*George Blomberg, Environmental Services, 206-728-3194*
City of Seattle	*Seattle Department of Transportation* *700 Fifth Avenue, Room 3900* *Seattle, WA 98104*	*Beverly Barnett,* *206-684-7564*
US Coast Guard	*US Coast Guard* *1519 Alaskan Way* *Seattle, WA 98134*	*Lt. Com. J. Walazinksi, 206-217-6452*
Washington Department of Natural Resources	*Aquatic Lands Division* *1111 Washington Street SE* *PO Box 47027* *Olympia, WA 98504*	*Don Olmstead,* *360-902-1004*

SECTION C - This section MUST be completed for any permit covered by this application

20. APPLICATION IS HEREBY MADE FOR A PERMIT OR PERMITS TO AUTHORIZE THE ACTIVITIES DESCRIBED HEREIN. I CERTIFY THAT I AM FAMILIAR WITH THE INFORMATION CONTAINED IN THIS APPLICATION, AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, SUCH INFORMATION IS TRUE, COMPLETE, AND ACCURATE. I FURTHER CERTIFY THAT I POSSESS THE AUTHORITY TO UNDERTAKE THE PROPOSED ACTIVITIES. I HEREBY GRANT TO THE AGENCIES TO WHICH THIS APPLICATION IS MADE, THE RIGHT TO ENTER THE ABOVE-DESCRIBED LOCATION TO INSPECT THE PROPOSED, IN-PROGRESS OR COMPLETED WORK. I AGREE TO START WORK ONLY AFTER ALL NECESSARY PERMITS HAVE BEEN RECEIVED.

SIGNATURE OF APPLICANT	DATE
Geo. Blomberg, Port of Seattle	
SIGNATURE OF AUTHORIZED AGENT	DATE

DATE

I HEREBY DESIGNATE
TO ACT AS MY AGENT IN MATTERS RELATED TO THIS APPLICATION FOR PERMIT(S). I UNDERSTAND THAT IF A FEDERAL PERMIT IS ISSUED, I MUST SIGN THE PERMIT.

SIGNATURE OF APPLICANT DATE

SIGNATURE OF LANDOWNER (EXCEPT PUBLIC ENTITY LANDOWNERS, E.G. DNR)

THIS APPLICATION MUST BE SIGNED BY THE APPLICANT AND THE AGENT, IF AN AUTHORIZED AGENT IS DESIGNATED.

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years or both.

COMPLETED BY LOCAL OFFICIAL

A. Nature of the existing shoreline. (Describe type of shoreline, such as marine, stream, lake, lagoon, marsh, bog, swamp, flood plain, floodway, delta; type of beach, such as accretion, erosion, high bank, low bank, or dike; material such as sand, gravel, mud, clay, rock, riprap; and extent and type of bulkheading, if any)

B. In the event that any of the proposed buildings or structures will exceed a height of thirty-five feet above the average grade level, indicate the approximate location of and number of residential units, existing and potential, that will have an obstructed view:

C. If the application involves a conditional use or variance, set forth in full that portion of the master program which provides that the proposed use may be a conditional use, or, in the case of a variance, from which the variance is being sought:

These Agencies are Equal Opportunity and Affirmative Action employers.
For special accommodation needs, please contact the appropriate agency in the instructions.

References

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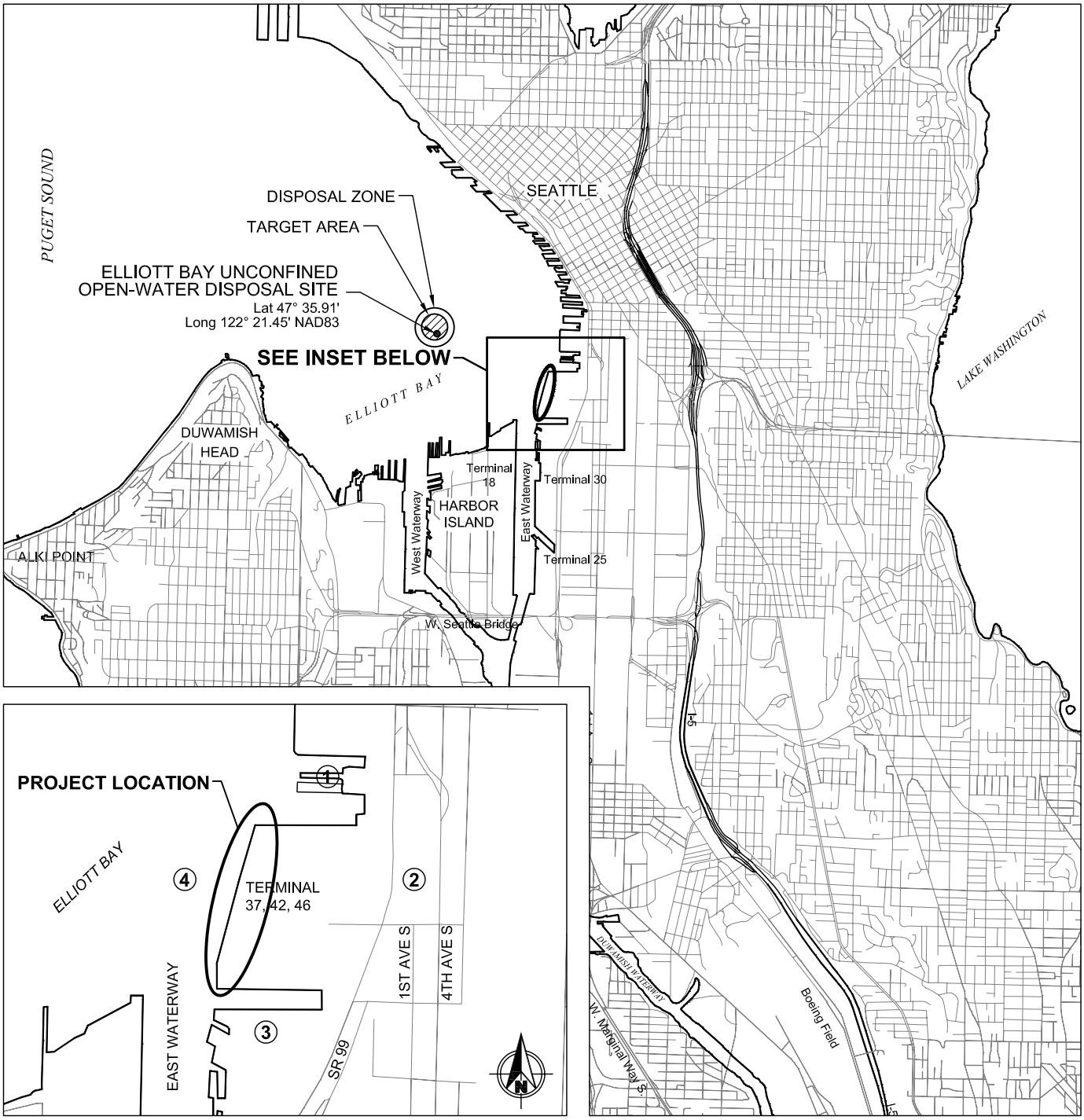


PURPOSE: BERTH MAINTENANCE DREDGING

DATUM: HORIZONTAL: SP NAD83 WA N
47° 35' 40" N
122° 21' 00" W
VERTICAL: NOS MLLW=0.0

ADJACENT PROPERTY OWNERS:
CITY OF SEATTLE
PORT OF SEATTLE
US COAST GUARD
STATE OF WASHINGTON

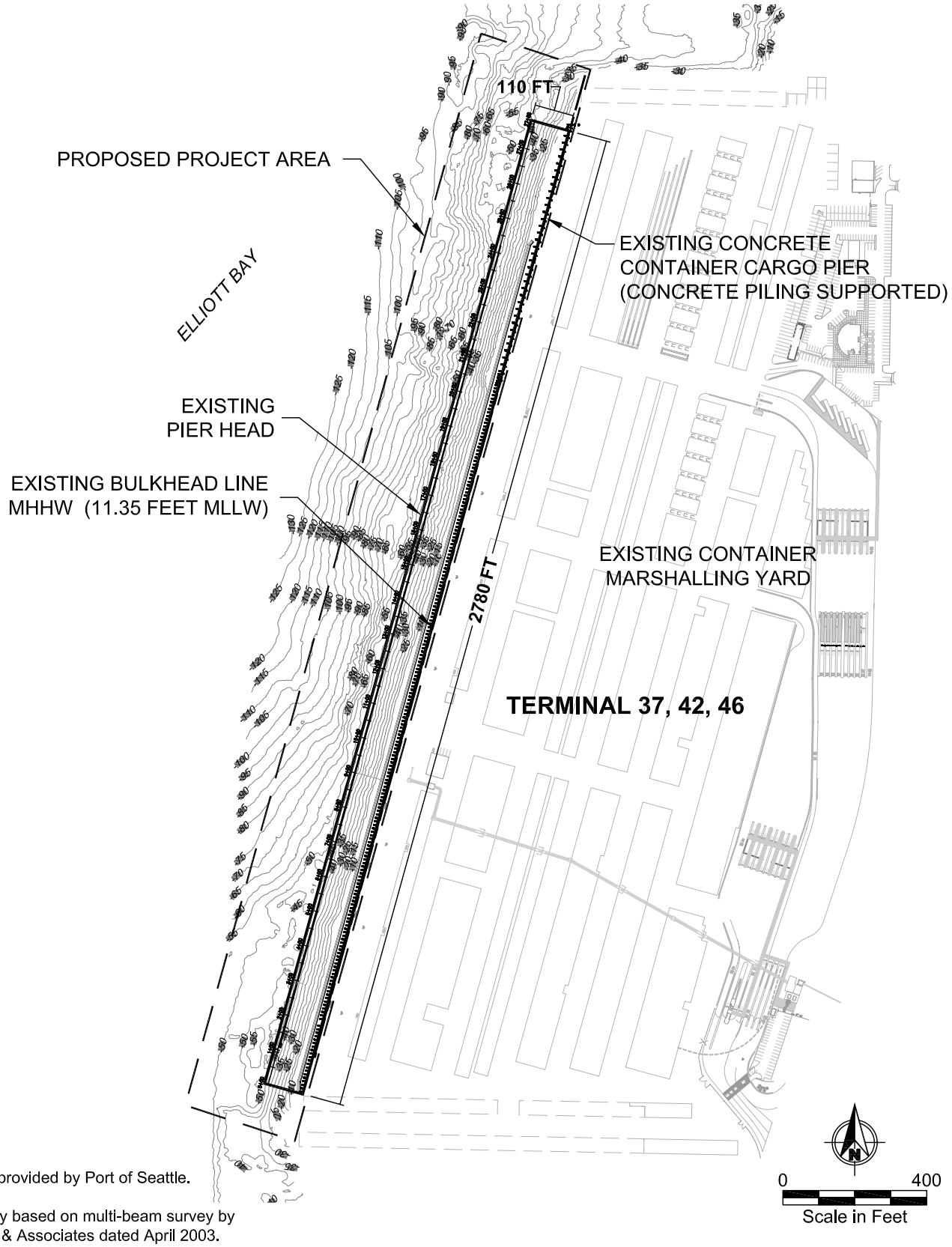
VICINITY MAP

FIGURE 1

IN: CITY OF SEATTLE
AT: TERMINAL 37, 42, 46
COUNTY OF: KING STATE: WA
APPLICATION BY: PORT OF SEATTLE

SHEET 1 OF 6 DATE: FEB. 2004

Feb 11, 2004 1:39pm sdekleva C:\Documents and Settings\sdekleva\Desktop\Steve's Temp CAD\030159-POS Terminal 46\030159O1-01.dwg JARPA FIG 1



NOTES:

1) Basemap provided by Port of Seattle.

2) Bathymetry based on multi-beam survey by David Evans & Associates dated April 2003.

PURPOSE: BERTH MAINTENANCE DREDGING

DATUM: HORIZONTAL: SP NAD83 WA N
47° 35' 40" N
122° 21' 00" W
VERTICAL MLLW

ADJACENT PROPERTY OWNERS:
CITY OF SEATTLE
PORT OF SEATTLE
US COAST GUARD
STATE OF WASHINGTON

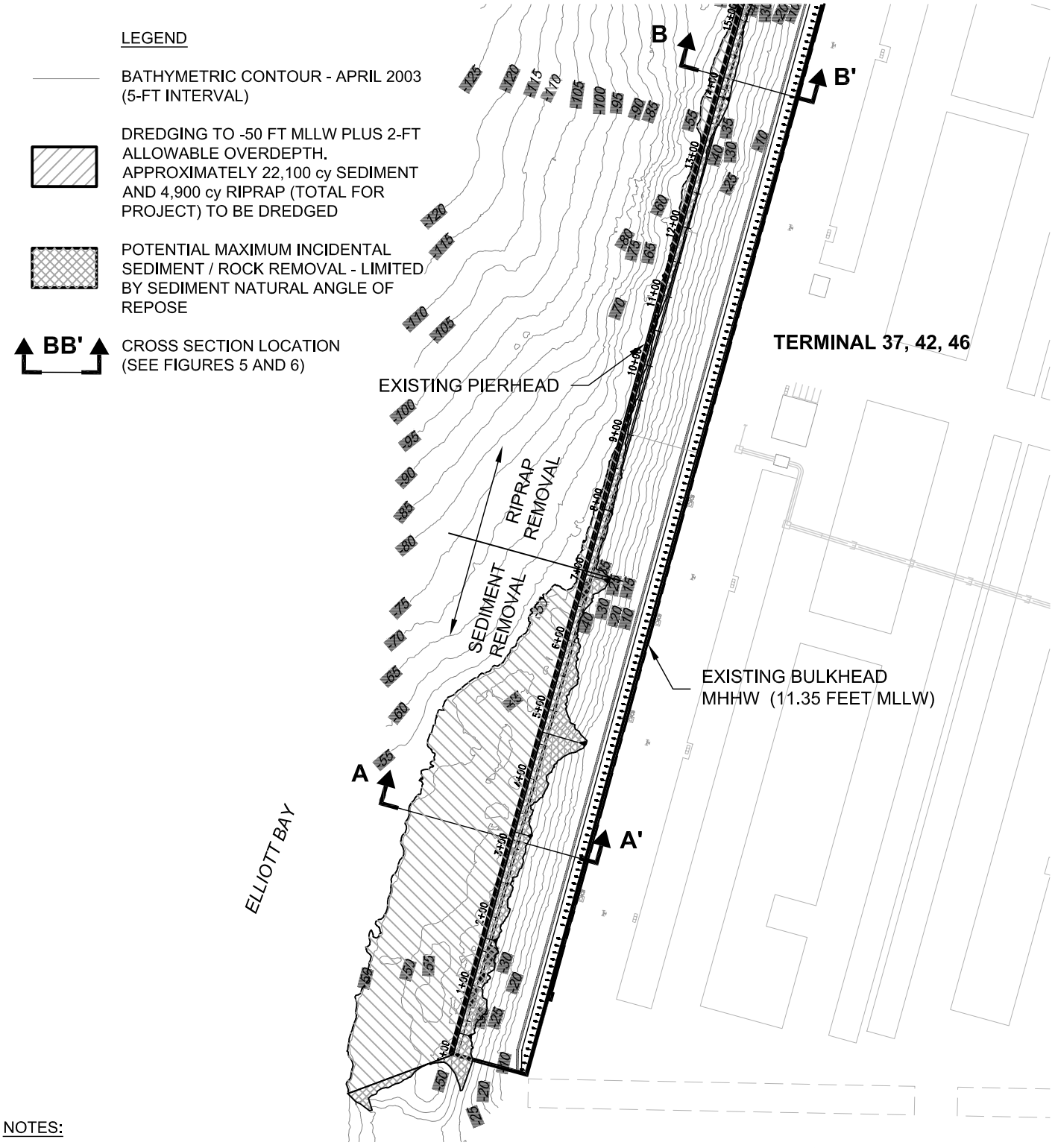
EXISTING CONDITIONS

FIGURE 2

IN: CITY OF SEATTLE
AT: TERMINAL 37, 42, 46
COUNTY OF: KING STATE: WA
APPLICATION BY: PORT OF SEATTLE

SHEET 2 OF 6 DATE: FEB. 2004

Feb 11, 2004 2:03pm sdekleva C:\Documents and Settings\sdekleva\Desktop\Steve's Temp CAD\030159-POS Terminal 46\030159O1-02.dwg JARPA FIG 2



NOTES:

1) Basemap provided by Port of Seattle.

2) Bathymetry based on multi-beam survey by David Evans & Associates dated April 2003.

PURPOSE: BERTH MAINTENANCE DREDGING

DATUM: HORIZONTAL: SP NAD83 WA N
47° 35' 40" N
122° 21' 00" W
VERTICAL MLLW

ADJACENT PROPERTY OWNERS:
CITY OF SEATTLE
PORT OF SEATTLE
US COAST GUARD
STATE OF WASHINGTON

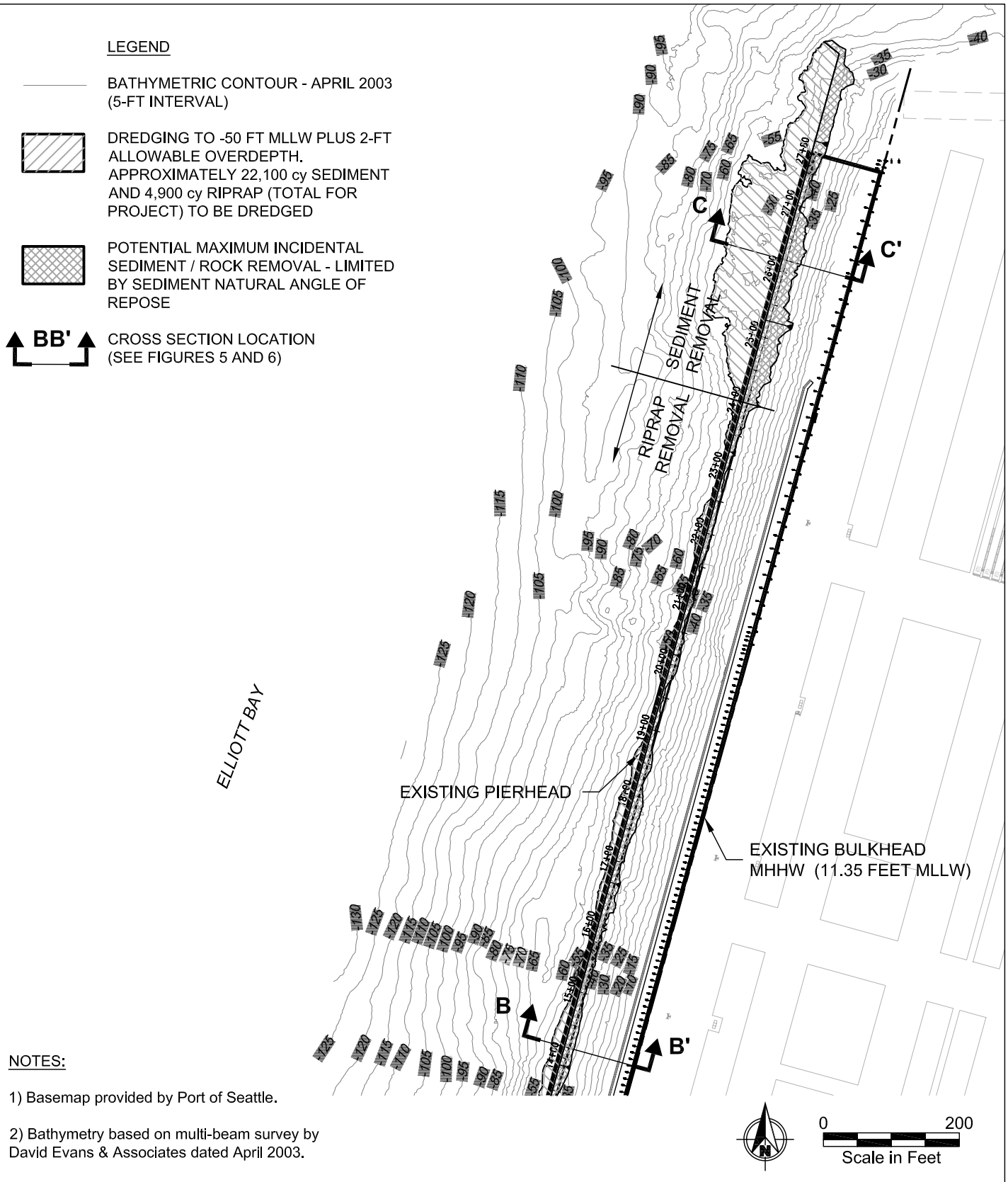
DREDGE PLAN (SOUTH)

FIGURE 3

IN: CITY OF SEATTLE
AT: TERMINAL 37, 42, 46
COUNTY OF: KING STATE: WA
APPLICATION BY: PORT OF SEATTLE

SHEET 3 OF 6 DATE: FEB. 2004

Feb 11, 2004 2:04pm sdekleva C:\Documents and Settings\sdekleva\Desktop\Steve's Temp CAD\030159-POS Terminal 46\030159O1-03.dwg JARPA FIG 3



NOTES:

1) Basemap provided by Port of Seattle.

2) Bathymetry based on multi-beam survey by David Evans & Associates dated April 2003.

PURPOSE: BERTH MAINTENANCE DREDGING

DATUM: HORIZONTAL: SP NAD83 WA N
47° 35' 40" N
122° 21' 00" W
VERTICAL MLLW

ADJACENT PROPERTY OWNERS:
CITY OF SEATTLE
PORT OF SEATTLE
US COAST GUARD
STATE OF WASHINGTON

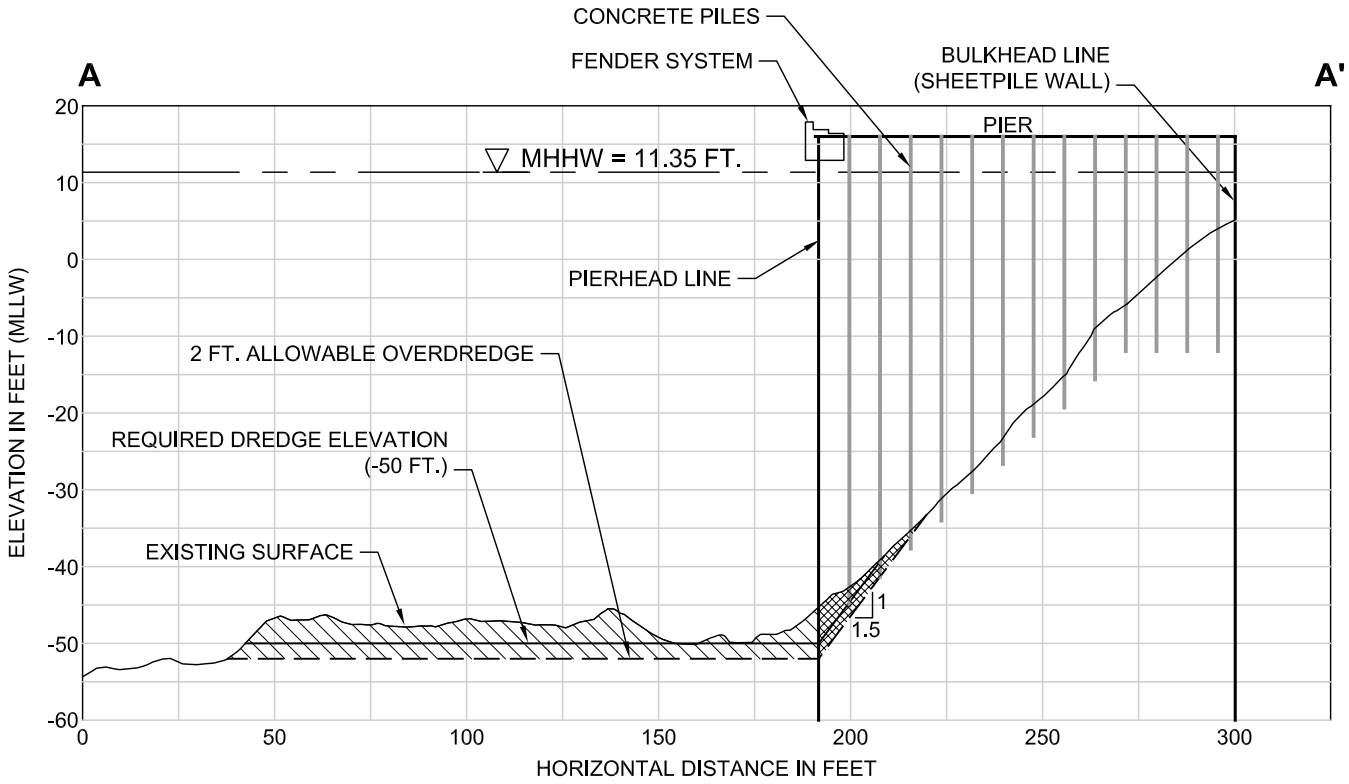
DREDGE PLAN (NORTH)

FIGURE 4

IN: CITY OF SEATTLE
AT: TERMINAL 37, 42, 46
COUNTY OF: KING STATE: WA
APPLICATION BY: PORT OF SEATTLE

SHEET 4 OF 6 DATE: FEB. 2004

Feb 11, 2004 2:07pm sdekleva C:\Documents and Settings\sdekleva\Desktop\Steve's Temp CAD\030159-POS Terminal 46\030159O1-03.dwg JARPA FIG 4



HORIZONTAL SCALE IN FEET

0 50 100

0 25 50

VERTICAL SCALE IN FEET

Vertical Exaggeration x 2

DREDGE AREA

POTENTIAL MAXIMUM INCIDENTAL SEDIMENT REMOVAL - LIMITED BY NATURAL ANGLE OF REPOSE

PURPOSE: BERTH MAINTENANCE DREDGING

DATUM: HORIZONTAL: SP NAD83 WA N
47° 35' 40" N
122° 21' 00" W
VERTICAL MLLW

ADJACENT PROPERTY OWNERS:
City of Seattle
PORT OF SEATTLE
US COAST GUARD
STATE OF WASHINGTON

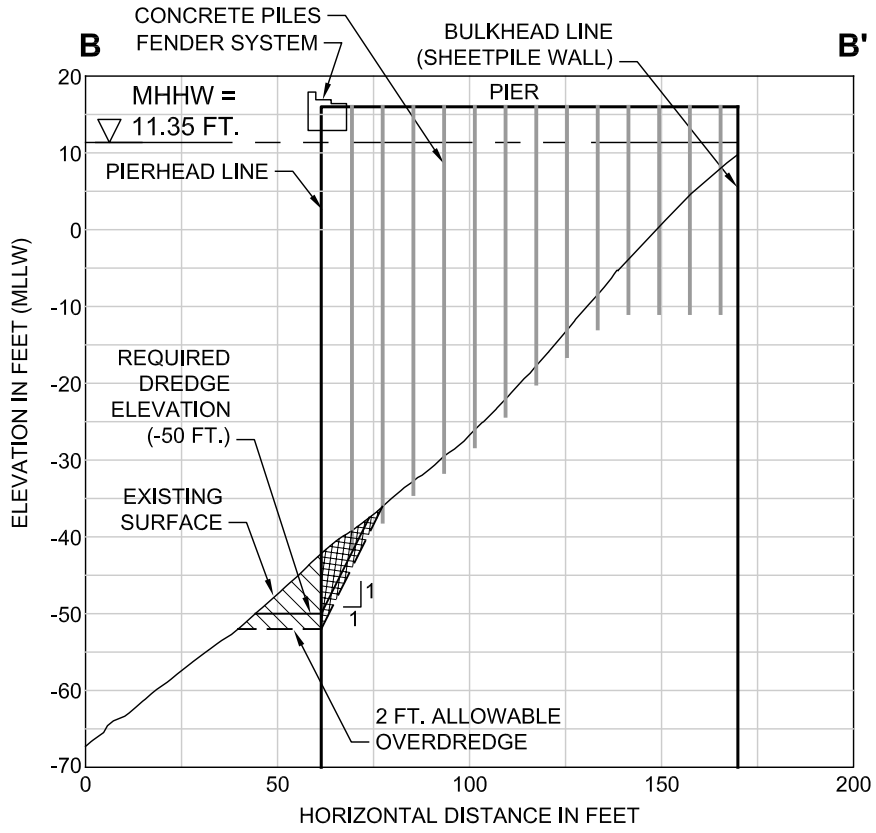
CROSS SECTION A-A'

FIGURE 5

IN: CITY OF SEATTLE
AT: TERMINAL 37, 42, 46
COUNTY OF: KING STATE: WA
APPLICATION BY: PORT OF SEATTLE

SHEET 5 OF 6 DATE: FEB. 2004

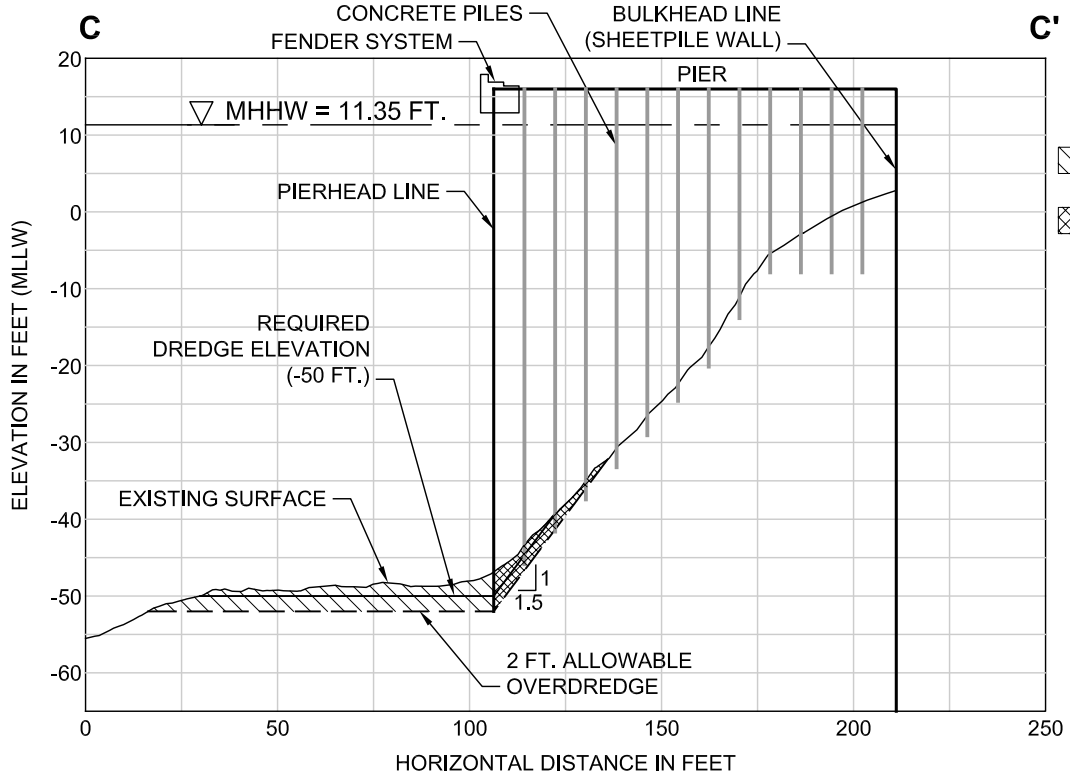
Feb 12, 2004 1:30pm sdekleva C:\Documents and Settings\sdekleva\Desktop\Steve's Temp CAD\030159-POS Terminal 46\030159O1-04.dwg FIG 5 JARPA



DREDGE AREA

POTENTIAL MAXIMUM INCIDENTAL RIPRAP REMOVAL - LIMITED BY NATURAL ANGLE OF REPOSE

HORIZONTAL SCALE IN FEET
0 50 100
0 25 50
VERTICAL SCALE IN FFET
Vertical Exaggeration x 2



DREDGE AREA

POTENTIAL MAXIMUM INCIDENTAL SEDIMENT REMOVAL - LIMITED BY NATURAL ANGLE OF REPOSE

PURPOSE: BERTH MAINTENANCE DREDGING

DATUM: HORIZONTAL: SP NAD83 WA N
47° 35' 40" N
122° 21' 00" W
VERTICAL MLLW

ADJACENT PROPERTY OWNERS:
CITY OF SEATTLE
PORT OF SEATTLE
US COAST GUARD
STATE OF WASHINGTON

CROSS SECTIONS B-B' AND C-C'

FIGURE 6

IN: CITY OF SEATTLE
AT: TERMINAL 37, 42, 46
COUNTY OF: KING STATE: WA
APPLICATION BY: PORT OF SEATTLE

SHEET 6 OF 6 DATE: FEB. 2004

Feb 12, 2004 1:30pm sdekleva C:\Documents and Settings\sdekleva\Desktop\Steve's Temp CAD\030159-POS Terminal 46\030159O1-04.dwg FIG 6 JARPA